

county or the state the authority to be specific as to which roads that overweight vehicles can use, which bridges they can cross, that too is stricken. If that is stricken then I assume, other than the broad general authorization that a county or a state has on special permits, the specific language being stricken would indicate and imply certainly that once you have a special permit you drive wherever you may please to drive. That even is worse yet because then damage can be even greater on those roads least able to sustain that kind of weight, and even the best of roads, of course, would have some. So it would appear the amendment has all the potential of placing no restriction, no limit on the roads on which that overweight vehicle can go in either the state or the counties. One with garbage I don't understand either. I recall very well when the garbage trucks were put in. Senator Kelly had the bill. The argument for the overweight trucks on garbage was that they needed it in the spring when there were wet loads and it was hard for them to judge, and the frost was going out of the ground.

PRESIDENT: One minute.

SENATOR WARNER: That doesn't make much sense if the basis for originally doing it was in the spring to extend it to September 1. Again it obviously serves no purpose other than to weigh the requirement of having trucks no heavier than what the roads are built to haul. Finally, if 20,000 pounds on a single axle is exempted as a safety factor anybody who knows you can put a dummy axle on a straight truck very simply. Unfortunately lot of those trucks that may have that done may even have a greater safety factor than a truck that was built with a regular tandem axle. They still have the light front axles, and the hazard, danger is even greater then. In fact you probably would be forcing the potential at least. Last time I checked there was only a hand full of trucks that even applied for it. It cannot be called a statewide problem. It is not that difficult to judge how full a truck is at all.

PRESIDENT: Your time is expiring.

SENATOR WARNER: I would urge you to reject the amendment as it will do nothing more than to further deteriorate what is already an expensive proposition and that is the maintenance of our county and state roads.